

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-12 (Canceled).

13. (Currently Amended) A pressure regulator module for a vehicle pneumatic braking system for a wheel-slip-dependent controlling or regulating of braking pressures applied to two separate working connections, the pressure regulator module comprising:

a two-way valve assembly having two conduits, including one relay valve, respectively, for each conduit, each relay valve having a control input;

wherein, a respective solenoid control valve in the form of a 3/2-way valve having two switching positions is assigned to the control input of each relay valve;

wherein the solenoid control valves, together with only one additional solenoid control valve coupled on an input side of the module, connect the control input of the respective relay valve with at least one of a bleeding system, a control pressure, and a compressed-air reservoir;

a controlling and regulating unit operatively configured to control the only one additional solenoid control valve to connect the control input of the

respective relay valve with the compressed air reservoir for adapting the speed of rotation of a driven wheel, which initially slips during acceleration, to the speed of rotation of a non-slipping wheel, and the solenoid control valve assigned to a slipping wheel is controlled by the controlling and regulating unit to connect the compressed air reservoir to the control input of the respective relay valve in a timed manner depending on the slip rate of the slipping wheel and a change in velocity of said slipping wheel, whereby the solenoid control valve assigned to the slipping wheel is alternatively switched back and forth between a pressure buildup position and a pressure reduction position by the controlling and regulating unit; and

an acceleration sensor for detecting a lateral acceleration of the vehicle, the acceleration sensor being integrated in the controlling and regulating unit, wherein

the controlling and regulating unit determines a risk of overturning the vehicle, based on the detected lateral acceleration, and

a driving speed of the vehicle is reduced and the risk of overturning is eliminated by activating the only one additional solenoid control valve and individually controlling the solenoid control valves independently of a reaction of ~~the~~ a driver to an automatic anti-lock braking of the vehicle.

14. (Previously Presented) The pressure regulator module according to Claim 13, wherein the solenoid control valves are controlled independently of one

another by the controlling and regulating unit, and are connected on the input side with the control pressure and on an output side, in each case, with the control input of the assigned relay valve and with the bleeding system.

15. (Previously Presented) The pressure regulator module according to Claim 14, wherein in a non-energized spring-loaded normal position, the solenoid control valves switch the control pressure through to the control inputs of the relay valves and, in an energized position, switch the control inputs of the relay valves through to the bleeding system.

16. (Previously Presented) The pressure regulator module according to Claim 15, wherein, for holding the pressure at the working connection of the conduits, the assigned solenoid control valve is alternately switched back and forth in a pressure buildup position and a pressure reduction position by the controlling and regulating unit.

17. (Previously Presented) The pressure regulator module according to Claim 14, wherein the only one additional solenoid control valve is formed by an additional 3/2-way valve, which is controlled by the controlling and regulating unit and which is connected on the input side with the control pressure and with the compressed-air reservoir, and on the output side with inputs of the two solenoid control valves.

18. (Previously Presented) The pressure regulator module according to Claim 15, wherein the only one additional solenoid control valve is formed by an additional 3/2-way valve, which is controlled by the controlling and regulating unit and which is connected on the input side with the control pressure and with the compressed-air reservoir, and on the output side with inputs of the two solenoid control valves.

19. (Previously Presented) The pressure regulator module according to Claim 16, wherein the only one additional solenoid control valve is formed by an additional 3/2-way valve, which is controlled by the controlling and regulating unit and which is connected on the input side with the control pressure and with the compressed-air reservoir, and on the output side with inputs of the two solenoid control valves.

20. (Previously Presented) The pressure regulator module according to Claim 17, wherein, in a non-energized spring-loaded normal position, the only one additional solenoid control valve switches the control pressure through to the inputs of the two solenoid control valves, and in an energized position, switches inputs of the two solenoid control valves through to the compressed-air reservoir.

21. (Previously Presented) The pressure regulator module according to Claim 20, wherein the only one additional solenoid control valve is operated independently of the control pressure and as a function of a wheel slip occurring during an acceleration or of a lateral acceleration.

Claims 22-23 (Canceled).

24. (Previously Presented) The pressure regulator module according to Claim 13, wherein center axes of the two relay valves are arranged coaxially and horizontally in the module.

25. (Canceled).

26. (Currently Amended) A pressure regulator module for a pneumatic braking system of a utility motor vehicle, the pressure regulator module comprising:

a two-way valve assembly having two conduits, a first conduit including a first relay valve and only one first pressure regulating valve in the form of a 3/2-way valve, which 3/2-way valve is assigned to a control input of the first relay valve, and a second conduit including a second relay valve and only one second pressure regulating valve in the form of a 3/2-way valve assigned to a control input of the second relay valve;

wherein the first and second pressure regulating valves, together with only one additional pressure regulating valve coupled with an input side of the first and second pressure regulating valves, connect a control input of the respective first and second relay valves with a bleeding system, a control pressure, or a compressed-air reservoir;

a controlling and regulating unit operatively configured to control the additional pressure regulating valve to connect the control input of the respective relay valve with the compressed air reservoir for adapting the speed of rotation of a driven wheel, which initially slips during acceleration, to the speed of rotation of a non-slipping wheel, and one of the first and second pressure regulating valves is assigned to a slipping wheel and is controlled by the controlling and regulating unit to connect the compressed air reservoir to the control input of the respective relay valve in a timed manner depending on the slip rate of the slipping wheel and a change in velocity of said slipping wheel, whereby the pressure regulating valve assigned to the slipping wheel is alternatively switched back and forth between a pressure buildup position and a pressure reduction position by the controlling and regulating unit; and

an acceleration sensor for detecting a lateral acceleration of the vehicle, the acceleration sensor being integrated in the controlling and regulating unit, wherein

the controlling and regulating unit determines a risk of overturning the vehicle, based on the detected lateral acceleration, and

a driving speed of the vehicle is reduced and the risk of overturning is eliminated by activating the only one additional ~~solenoid control~~ pressure regulating valve and individually controlling the ~~solenoid control~~ first and second pressure regulating valves independently of a reaction of ~~the~~ a driver to an automatic anti-lock braking of the vehicle.

27. (New) The pressure regulator module according to Claim 13, wherein the pressure regulator module includes only a single central bleeding connection.

28. (New) The pressure regulator module according to Claim 26, wherein the pressure regulator module includes only a single central bleeding connection.

29. (New) The pressure regulator module according to Claim 13, wherein the only one additional solenoid control valve is actuated independently of the control pressure.

30. (New) The pressure regulator module according to Claim 26, wherein the only one additional pressure regulating valve is actuated independently of the control pressure.